AMENDMENTS TO THE CLAIMS

The following listing of claims will replace all prior versions and listings of claims in the application.

LISTING OF CLAIMS

1 - 5. (Cancelled)

6. (Currently amended) A drive train of an all-wheel drive vehicle, comprising:

a driven front axle and a driven rear axle;

a front drive shaft leading to the front axle;

a rear drive shaft leading to the rear axle;

a transfer case adapted to be coupled to an engine transmission block and including a drive through shaft having a first end adapted to be drivingly connected to the engine transmission block and a second end fixed for rotation with the rear drive shaft;

a first friction coupling selectively drivingly interconnecting the drive through shaft and the front drive shaft;

a second friction coupling provided at the rear axle ~~to regulate the torque transferred~~ to selectively drivingly interconnect and disconnect the drive through shaft and a rotatable input to the rear axle; and

a control device to regulate the magnitude of torque transferred by the first and second friction couplings.

7. (Previously presented) The drive train of claim 6, wherein each of the first and second friction couplings includes substantially similar actuators being controlled by the common control device.

8. (Currently amended) The drive train of claim 7, wherein the second friction coupling is connected drivewise to the ~~first~~ rear drive shaft, and to a differential of the rear axle.

9. (Previously presented) The drive train of claim 8 wherein the second friction coupling is positioned in a housing fixed to a housing of the differential.

10. (Previously presented) The drive train of claim 9 wherein the second friction coupling housing is formed as one-piece with the differential housing.

11. (Previously presented) The drive train of claim 6, wherein the first and second friction couplings include identical components.

12. (Previously presented) The drive train of claim 6, further including a parking lock gear positioned downstream from one of the friction couplings in the force-flow direction.

13. (Currently amended) The drive train of claim 6 wherein the transfer case includes a housing containing the first friction coupling and a ~~speed reduction gearset~~ transfer mechanism driven by an output of the first friction coupling, the transfer case housing including a pair of coaxially aligned apertures through which the drive through shaft extends.

14. (Previously presented) The drive train of claim 13 wherein the drive through shaft is a monolithic component.

15. (Currently amended) The drive train of claim 14 further including a parking lock in driving engagement with the ~~speed reduction gearset~~ transfer mechanism.

16. (Previously presented) The drive train of claim 7 further including sensors in communication with the control device and operable to output signals indicative of the position of the actuators.

17. (Previously presented) The drive train of claim 6 wherein the control device is in communication with a vehicle braking control device.

18. (Previously presented) The drive train of claim 7 wherein at least one of the actuators includes an articulated jack coupled to a ramp ring.

19. (Currently amended) A drive train of a vehicle having first and second sets of driven wheels, the drive train comprising:

a power transmission device including a one-piece through shaft having an input end adapted to be drivingly connected to a power source and an opposite output end, an output shaft adapted to transfer torque to the first set of driven wheels being offset from the through shaft, a transfer mechanism to transmit torque between the through shaft and the output shaft and a first friction coupling selectively drivingly interconnecting the drive through shaft and the transfer mechanism;

a rear axle assembly including a differential assembly and a second friction coupling adapted to transfer torque between the through shaft and the ~~second set of driven wheels~~ differential assembly, wherein power is not transferred between the power source and the differential assembly when the second friction coupling is not transferring torque; and

a control device to regulate the magnitude of torque transferred by the first and second friction couplings.

20. (Previously presented) The drive train of claim 19 wherein each of the first and second friction couplings includes substantially similar actuators being controlled by the common control device.

21. (Previously presented) The drive train of claim 20 wherein the rear axle assembly includes a one-piece housing containing the differential assembly and the second friction coupling.

22. (Previously presented) The drive train of claim 21 wherein the power transmission device includes a parking lock gear associated with the transfer mechanism.